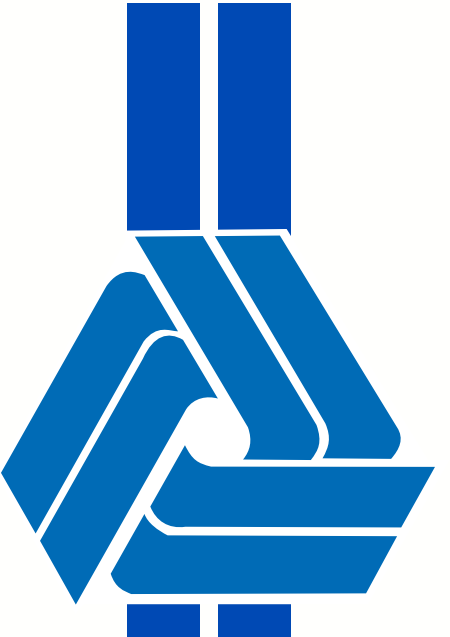




US 113 North / South Study

Millsboro - South Area

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Welcome!

On behalf of the Delaware Department of Transportation (DelDOT), we welcome you to this Public Hearing for the Millsboro-South Area of the US 113 North/South Study.

DelDOT has released a Supplemental Draft Environmental Impact Statement (SDEIS) that updates the information provided in the 2013 Draft Environmental Impact Statement (DEIS). Since substantial changes were made to the proposed action that are relevant to environmental concerns, FHWA and DelDOT prepared the SDEIS in accordance with the National Environmental Policy Act (NEPA). We invite your comments and input on the SDEIS and the Preferred Alternative identified for the project area.

Thank you for sharing your valuable time and insights.

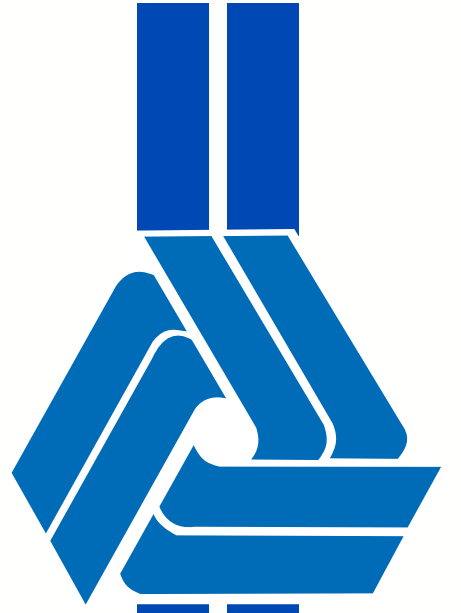
Jennifer Cohan
Secretary
Delaware Department of Transportation

Purpose Of Hearing: Present And Listen

The purpose of this Public Hearing is to present information on the recently published SDEIS and obtain input from you, the public. The project team is available to answer questions and provide information on the project.

Today's Public Hearing will provide an opportunity to give testimony on the SDEIS between 6-8 PM. Additionally, written comments can be submitted via mail or electronically from now until February 28, 2017. All testimony and comments submitted during the official comment period will be addressed in the combined Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). More information is available from the project's website at:

<http://www.deldot.gov/information/projects/us113>



Background

Project Needs - The following needs have been identified for the Millsboro – South Area of the US 113 North/South Study:

- To preserve mobility for local residents and businesses.
- To address existing safety issues in the corridor.
- To develop transportation improvements that reduce congestion and accommodate anticipated growth in local, seasonal and through traffic in the corridor.
- To accommodate planned and future economic growth in the Millsboro-South Area.

Public Involvement

Since 2004, DeIDOT has conducted ten Public Workshops and two Public Hearings for the US 113 North/South Study. The last two are described below.

Draft Environmental Impact Statement (DEIS) Hearing

A Draft Environmental Impact Statement (DEIS) was published in July 2013. The Blue Alternative was identified as the Recommended Preferred Alternative and presented at the September 2013 Public Workshops/Hearings. The Blue Alternative is no longer being considered due to substantial public and stakeholder opposition to the scope and impacts of the Blue Alternative.

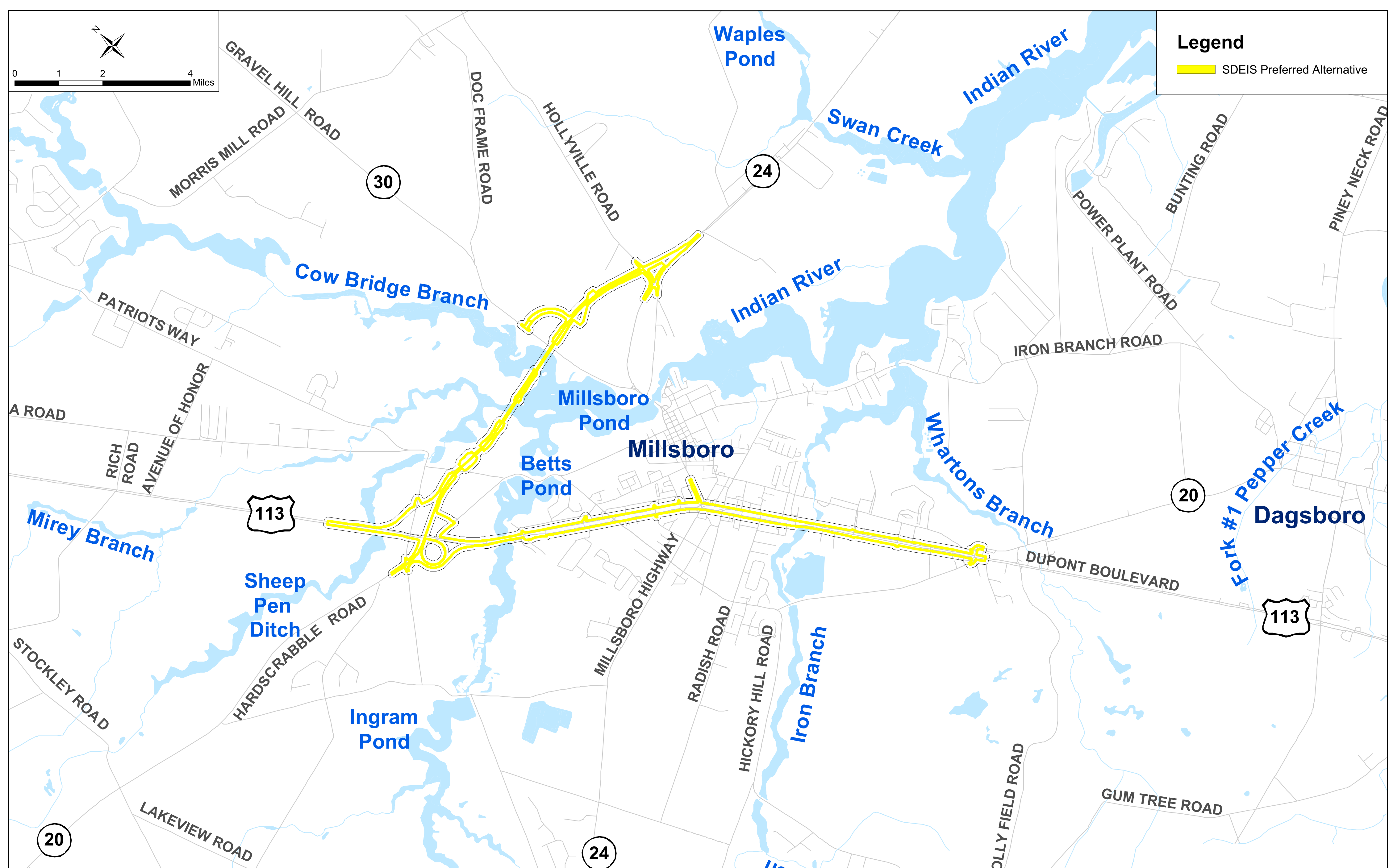
October 2015 Public Workshop

DeIDOT held a Public Workshop on October 14, 2015 to update and inform the public about changes that had taken place since the September 2013 DEIS Hearings and show the revised Preferred Alternative. Specifically, DeIDOT informed the public that the previous Blue Alternative was no longer under consideration. A modified Yellow Alternative that includes a new two-lane SR 24 connector road and improvements to existing US 113 is the Preferred Alternative for the study. DeIDOT has made slight adjustments to that alternative to respond to public comments received at the October 2015 Public Workshop; these are described on board 4.

SDEIS Preferred Alternative

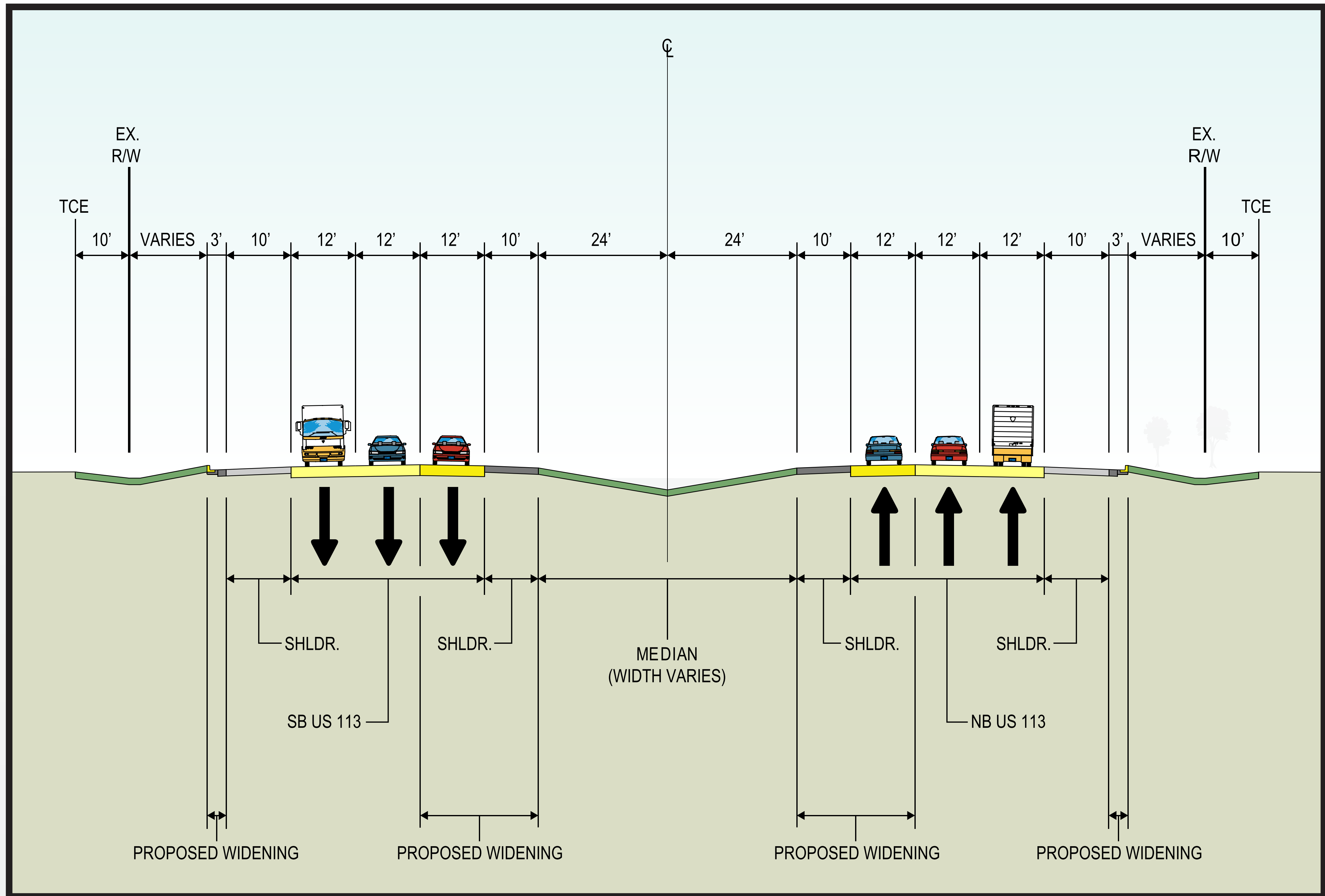
The Preferred Alternative for the Millsboro-South Area consists of:

- A two-lane SR 24 connector on 2.3 miles of new alignment.
- Widening a segment of the existing alignment of US 113 in Millsboro from four to six lanes. A majority of the widening will be constructed in the existing grass median or within the existing right of way.
- Elimination of six unsignalized crossovers along US 113, while retaining the four existing signalized intersections along this stretch of roadway.

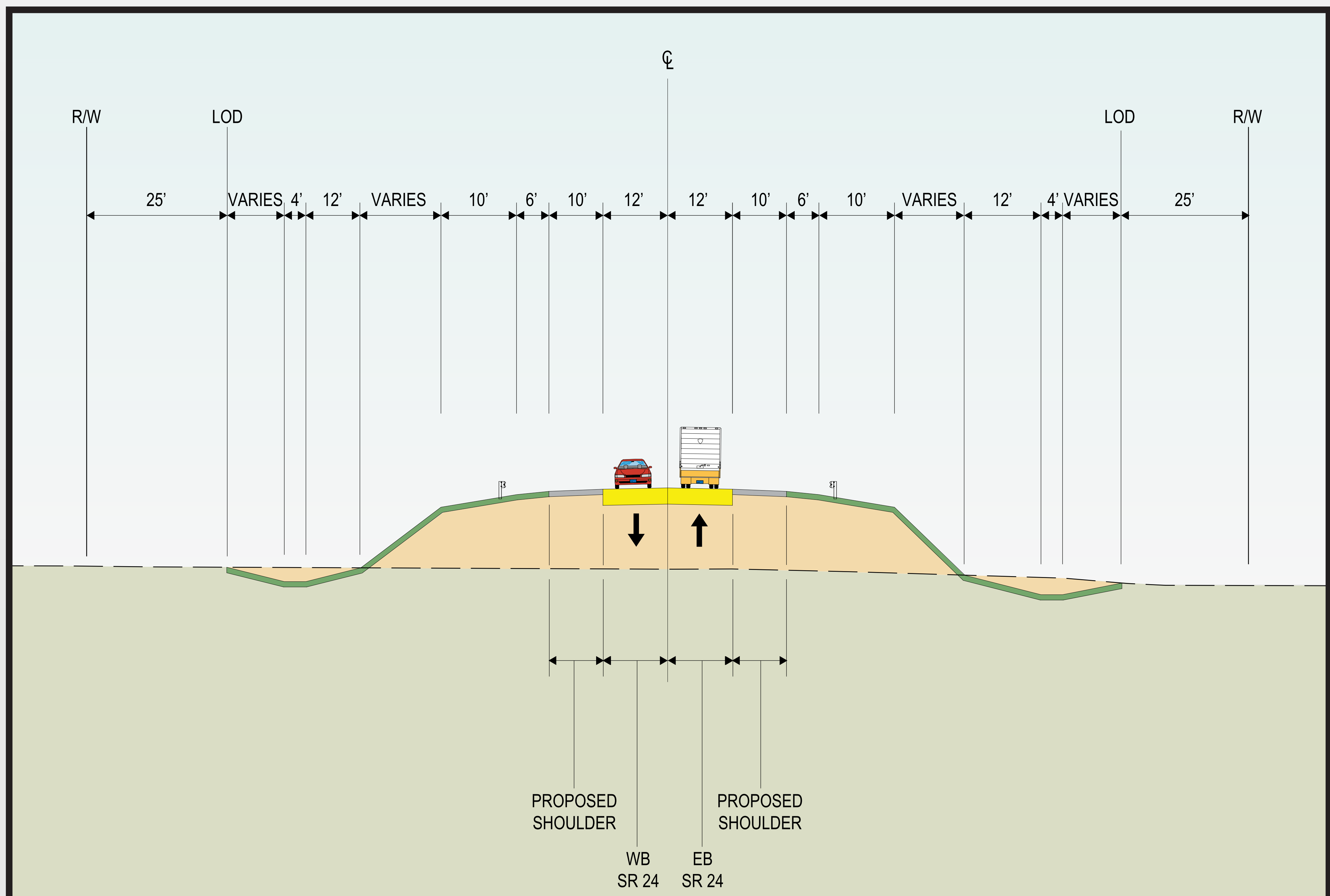


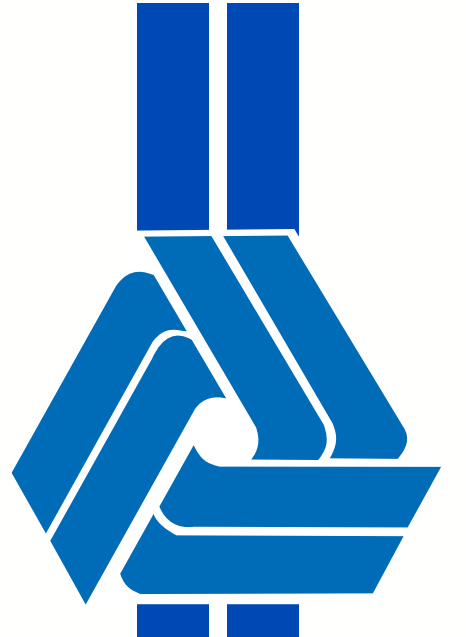
Typical Sections

Proposed Northbound and Southbound US 113



Proposed SR 24 Connector





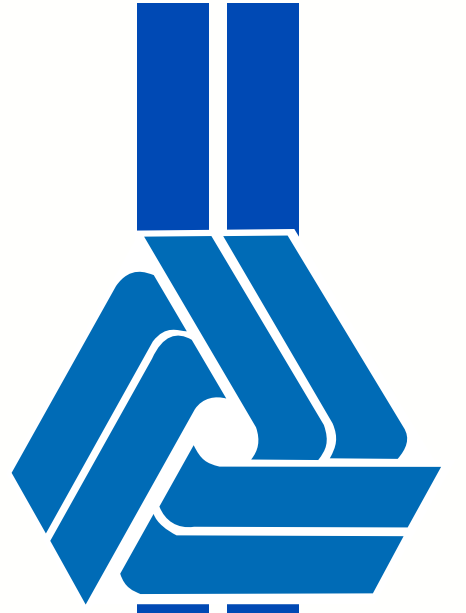
Recent Alignment Modifications

In response to comments received at the October 2015 Public Workshop, modifications were made to the proposed SR 24 connector to reduce impacts to surrounding properties.

- The new two-lane SR 24 connector was shifted north and will tie into a realigned segment of SR 20 (Hardscrabble Road) at a new grade separated intersection.
- A new overpass will be provided at SR 30 with a new at-grade three-leg intersection west of SR 24.

Summary of Impacts

Resource	SDEIS Preferred Alternative (Modified Yellow)
Length (miles)	5.1
Preliminary Cost (millions of dollars)	\$96-116
Water Resource Impacts	
Wetlands (acres)	0.8
Stream Impacts (linear feet)	1,042
Subaqueous Lands (linear feet)	1,042
Natural Area Impacts	
State Nature Preserves (acres)	0
Forest Land Impacts: 2007 Land Use (acres)	11.4
Relocations	
# of Residential Properties	0
# of Business Properties	2
# of Agricultural Properties	2
# of Other Properties/Non-Profits	0
<i>Total</i>	4
Other Considerations	
Noise Impacts	54
Air Quality Impacts	0



Property Acquisition Process

If it is determined that all or a portion of your property is necessary for the project improvements, DeIDOT will contact you well in advance of any construction activity and follow the process outlined below.

APPRAISAL PROCESS

- DeIDOT must have a Fair Market Value, in writing, for all acquisitions.
- Owners are given the opportunity to accompany the appraiser.
- All appraisals are reviewed by a licensed appraiser.

NEGOTIATIONS

- An Agent will contact the owner in person or via mail to begin the negotiation process.
- The Owner will receive a copy of the State's appraisal or Waiver Valuation for non complex acquisitions.
- The Owner has the right to have their own appraisal performed, which will be reviewed by DeIDOT.

CLOSING

- If an agreement is reached, DeIDOT and the owners move to a settlement process.
- If no agreement is reached, DeIDOT can move to acquire the right-of-way need through eminent domain. Cases can still be settled without a trial.

Relocation Process

THERE ARE TWO BASIC TYPES OF RELOCATION PROCESSES:

- Residential
- Non-Residential (Commercial/Industrial)

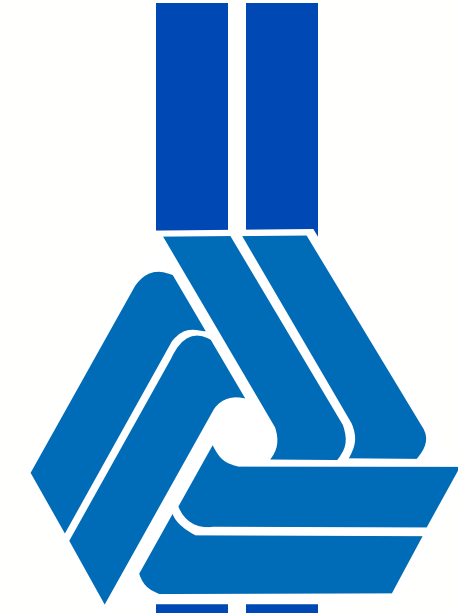
RESIDENTIAL

- Owners/Tenants are provided various options including housing/rental supplements and moving costs.
- Owners/Tenants are not required to vacate until offer has been made, listings of available comparable housing has been provided, and the State has acquired legal ownership of the property.

NON-RESIDENTIAL

- Moving costs and re-establishment expenses as well as advisory assistance are offered.

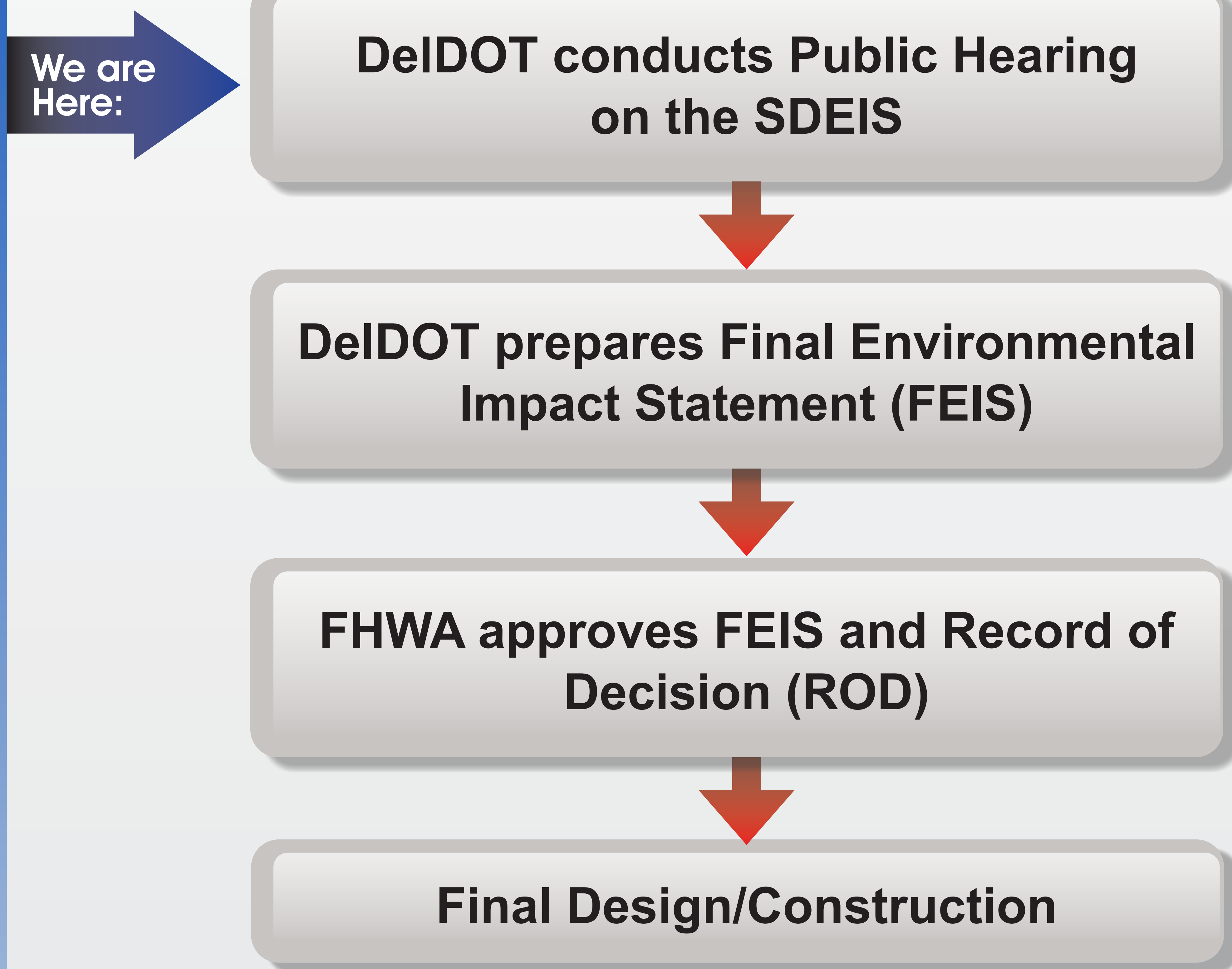
For questions, please contact DeIDOT's Right of Way office at 302.760.2228



Please Submit Your Comments

DelDOT is conducting this Public Hearing to present the SDEIS to the public and collect public input. All comments and testimony submitted during the formal comment period, ending on February 28, 2017, will be addressed in the Final Environmental Impact Statement and Record of Decision.

Next Steps



Thank You

Thank you for your participation in this Public Hearing. To stay informed as the study moves forward, please visit the project website at:

<http://www.deldot.gov/information/projects/us113/>